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TELEPHONE MAIN 661.

THE WEATHER

Oregon and Washington—Showers west, fair; East portion cooler. Idaho—Fair and cooler.

LESSON IN QUICK DESPATCH.

The demonstration made in this port, yesterday, in the matter of the quick despatch of the American Hawaiian steamship Nebraskan, is entirely creditable to Astoria, and to the public spirited men who secured the call of the vessel.

She entered port between 8 and 9 o'clock yesterday morning, under the pilotage of Captain Staples of the bar service, docked 100 minutes later at the Can dock; and by the time she was fast a gang of 40 stevedores was busy throwing 15,000 cases of salmon down her hatches and through her cargo doors. By 6 o'clock p. m. she was battened and ready for sea, and under the same pilot, went to the lower harbor to wait for the flood this morning, when she will put to sea at 10 o'clock, just 24 hours in port, with no hitch anywhere along the line.

This means a practical saving of 48 hours over Portland despatch, with everything in readiness up there for quick handling; and, under ordinary processes, it means a direct saving to the ship of four days over the up-river cargoing.

It is to be hoped the lesson will fall impressively right here, and spur the commercial men of Astoria to the task of meeting these ships every 20 days in the same fashion. Such handling as this will do more to urge the attention of shippers than anything on earth; it is too intensely practical to escape their definite interest; and once that is aroused there is no reckoning the limits to which the business of shipping may develop here. The venture is rich in promise. All it needs is the energy and tact to go after the business; the ships will follow quickly enough to suit us all and once the word goes forth that we can furnish cargo, and expedition over everything in the Columbia, the story of Astoria's redemption to her natural commercial engagement will be told in short measure.

HENCE, BY "ELECTRIC."

Among all the things that are sorely needed here, the facilities for quick inter-urban communication, stand pre-eminent. Astoria simply yearns for hourly touch with her neighbors in the valleys and on the county coast, as well as swift and frequent intercourse with Tillamook county and all that therein is. It may be years before the Hill interest will get round to extending the A. & C. south into Tillamook; and if we can have this benison in months instead of years, so much the better for Astoria. The Astorian has always heartily championed this scheme; in fact so often, that it has become a habit; and it proposes to keep right on standing for the enterprise, even if it does intervene at times to ask odd and pertinent questions. It is too essential, too vital, too commanding, to be deprecated.

Now that Chief Engineer L. C. Rogers, of the Astoria, Seaside & Tillamook Railway line is on the ground, and making preparation for the survey, there is color and substance to the project that invites the popular interest and espousal, and we, with all others in the country, hope to see the proposition forge ahead until nothing can stop it.

JOHN LINDSTROM.

The fearful death of John Lindstrom, the well known shipbuilder, at Salem, on Tuesday morning early, will fall with a shock upon the whole coast country. The man was known from San Diego to St. Michaels', as a man of high character, business attainment, commercial courage, and active ambition. He was at the fore-front of the shipbuilding industry on the upper coast, and always endeavoring to expand his interests and do just a little more in his line. At one time last year Astoria had hope of securing his interest here, but lost it, and has regretted it ever since. He was of the men who cannot well be spared from the coast, because of the dominant push that

characterized all his dealings and marked him as a progressive and public-spirited citizen.

A BIT INCONSISTANT.

Not always is a man quoted correctly in a newspaper, but, assuming, in a general way, that he is, there is a bit of inconsistency in the reported interview had with Hon. J. C. McCue, of this city and county, in the Portland Telegram of Monday last. That paper says:

"While declaring that every man who took the Statement No. 1 pledge should abide by it, Representative-elect John McCue, of Astoria, says the Legislature should be organized on party lines. Mr. McCue, who represented Clatsop County in the recent Legislature, has been re-elected to succeed himself, and is a receptive candidate for Speaker of the House."

It sounds a little queer (to say the least of it), that Mr. McCue should advise all Statement No. 1 men to abide by their pledge, which means simply that they must elect Geo. E. Chamberlain to the United States Senate, and then, in the same breath, to urge the partisan organization of the Legislature.

Just how he will assimilate such diverse proceedings passes our understanding, at all events. With an overwhelmingly Republican Legislature lined up and committed to the election of a Democratic Senator, we fail to find the harmonious basis requisite for partisan alignment and cohesion, in the work that is to follow.

But there has been so much of incongruity, such extraordinary limitations attained in, and out of, the Republican (?) party of Oregon, during the past three years, that even this ridiculous proposition may be fathomed and wrought.

Perhaps if Mr. McCue talked as freely to his home papers as he does to those abroad, we might have a clearer conception of such enigmas as the one he propounded to the Telegram.

KIDNAPPED BY GYPSIES

Boy Tells His Story After Escaping From Captors.

CHICAGO, July 1.—B Ashton, 14 years old who disappeared last Thursday from the residence of his aunt Mrs. J. Smith, was kidnapped by gypsies according to his own story. The story told by the little boy who managed to escape from his captors and put in an appearance yesterday at the residence of his sister, Mrs. Jas. Martin, is straightforward and the police will make an investigation and if possible arrest the kidnapers. He said he was on his way home from school, last Thursday when he was hailed by two men driving in a wagon. They asked him if he wanted to ride.

He climbed into the wagon and then, he asserts, one of the men threw a blanket over his head and after binding him hand and foot, threw him under the seat and drove along but in what direction he could not tell.

"After we had been traveling what seemed to be to me three or four hours," the boy continued, "they took me out at a lonely spot where there were five tents in which lived 14 men and about as many women and two little girls. They made me carry wood and water and there was some one watching me all the time so I could not run away."

"Most of the men were asleep yesterday and I managed to get away from them."

It Can't Be Beat.

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HITS BEEF TRUST

Pat O'Hara, Former Councilman Here, Doing Things

INVOKES FEDERAL INTEREST

His Fighting Qualities All Aroused and he Will Take the Issue Through the Courts—Combine Will Meet Him on Meat Fight.

The Hoquiam correspondent of the Aberdeen World, writes this of ex-Astorian's fight on the meat trust:

"What promises to be one of the most important suits ever filed on Grays Harbor will shortly be instituted in the United States court for this district, by Pat O'Hara a butcher of this city, against what he terms the 'beef trust.' He declares that the wholesalers have refused to sell him meat and he will attempt to show that a conspiracy in restraint of trade exists among them.

"Mr. O'Hara was formerly engaged in the butchering business in Aberdeen, but recently moved to this city, where he opened a shop. A man named Thompson figured on taking an interest in the business, but changed his mind before the shop opened. Thompson, it appears is a meat peddler.

"When O'Hara placed an order with one of the Harbor companies for beef, he says that his order was refused. Later he met the beef magnates at Hoquiam. He was told he avers, that the wholesalers understood Thompson was his partner; that the wholesalers were opposed to the peddling of meats, and that they would refuse to sell to any peddler. O'Hara replied that Thompson was not his partner. He was then informed, so he declares, that his participation in the business at Hoquiam made him a competitor of the retail agents of the wholesalers, and that he could not have meats.

"It is my purpose to place the matter in the hands of the federal authorities," said Mr. O'Hara. "These dealers have entered into a conspiracy in restraint of trade, and of there is any way to break up the combination I mean to employ it. I shall give the federal authorities the information at my disposal.

"I believe that every man on earth has the right to do business, and that it is unlawful for any set of men to enter into a conspiracy to deprive him of his right. That principle has been involved in all of the trust-busting prosecutions on the part of the federal authorities.

"Did I cut prices No, indeed; my prices were just the same as those of the trust stores. The trust simply wants no man, not in its employ, to cut into the meat business, and therefore refuses to sell me any meat. I got one small order when I first started, but when the trust people met to consider my case they very thoroughly defined my status.

"In the meantime, I am buying beef from the farmers. But the supply is limited, and I suppose the trust will try and put me out of business

either by stopping my supply or by cutting prices. After the government case against the trust is settled, I will probably sue the wholesalers for damages."

"Mr. O'Hara lived at one time in Astoria, where he was a member of the city council. He was engaged in the butcher business there, and was so popular in his ward that he could not be beaten. As a councilman he attracted considerable attention by his quaint expressions and vigorous stands. He has been in business here but a week.

"J. M. Neal, general manager here for the Ninemire Packing company, is in Portland today, but John Morgan speaking for the Ninemire corporation, says that O'Hara can have all the meat he wants if he will pay cash for it. Mr. Morgan says that O'Hara began business in Hoquiam on a small capital and that the Ninemire company feels that it cannot afford to carry him, except on a cash basis. Mr. Morgan insists that that is the only cause of grievance or difference of which he is aware.

"This statement of the situation is reiterated by representatives of the Carstens company."

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